1. ALL DRIVEWAYS THAT ARE TO BE RECONSTRUCTED SHALL BE PLACED IN KIND EXCEPT FOR DIRT DRIVES I.E. ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE, AND ASPHALT FOR DIRT DRIVES. DRIVEWAY RELOCATIONS ARE SHOWN FROM THE BEST AVAILABLE DATA. THE CONTRACTOR SHALL CONSTRUCT NEW DRIVEWAYS TO MATCH THE ACTUAL FIELD LOCATION OF EXISTING DRIVEWAYS OR AS LOCATED IN THE PLANS. RESIDENTIAL DRIVES SHALL BE 14 FEET WIDE AT THE THROAT UNLESS NOTED OTHERWISE IN THE PLANS. COMMERCIAL DRIVES SHALL BE 24 FEET WIDE UNLESS NOTED OTHERWISE IN THE PLANS. THE CONTRACTOR SHALL OBTAIN THE APPROVAL FROM THE ENGINEER PRIOR TO MAKING ANY REVISIONS TO LOCATION, WIDTH, AND/OR NUMBER OF DRIVES TO BE CONSTRUCTED. ALL DRIVEWAYS WILL BE PAVED BACK TO THE TIE-IN POINT OR REQUIRED RIGHT OF WAY WHICHEVER IS GREATER. DIRT DRIVEWAYS WILL BE PAVED WITH ASPHALT TO THE RIGHT OF WAY LINE AND CONTINUED WITH AGGREGATE SURFACE COURSE TO THE TIE-IN POINT.

   DRIVES SHALL BE CONSTRUCTED USING:
   ASPHALT - RESIDENTIAL - RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME (165 LB/SY),
   GRADED AGGREGATE BASE, 6", INCL MATL

   ASPHALT - COMMERCIAL - RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME (165 LB/SY),
   RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (220 LB/SY),
   GRADED AGGREGATE BASE, 6", INCL MATL

2. A N.O.I. IS REQUIRED FOR THIS PROJECT.

3. THERE IS NO SUITABLE PLACE TO BURY THE EXISITING BRIDGE / CONSTRUCTION DEBRIS WITHIN THE PROJECT'S LIMITS. THE CONTRACTOR SHALL PROVIDE AN ENVIRONMENTALLY APPROVED SITE TO DISPOSE OF EXISTING BRIDGE / CONSTRUCTION DEBRIS AT NO ADDITIONAL COST TO THE DEPARTMENT.

4. ALL ITEMS TO BE REMOVED THAT DO NOT HAVE A SPECIFIC PAY ITEM SHALL BE REMOVED UNDER GRADING COMPLETE UNLESS SHOWN OTHERWISE IN THE PLANS. MISCELLANEOUS REMOVAL SHALL INCLUDE, BUT IS NOT LIMITED TO, EXISTING PAVEMENT, DRAINAGE STRUCTURES, TEMPORARY DRAINAGE PIPE, TEMPORARY DRAINAGE STRUCTURES, TEMPORARY AND DETOUR PAVEMENT, REMOVAL OR PLUGGING DRAIN PIPE, GUARDRAIL, CURBS, CONCRETE SLABS, SIGN FOOTINGS, ETC. INCOMBUSTIBLE MATERIALS THAT CANNOT BE PLACED IN EMBANKMENTS SHALL BE DISPOSED OF IN ACCORDANCE WITH SPECIFICATIONS. WASTE AREAS SHALL BE PROVIDED OFF THE RIGHT OF WAY AT THE CONTRACTOR'S EXPENSE AS A PART OF THE PAY ITEM.

5. ALL BORROW AND WASTE SITES FOR THIS PROJECT SHALL BE ENVIRONMENTALLY APPROVED PRIOR TO CONSTRUCTION ACTIVITIES. ALL COMMON FILL OR EXCESS MATERIAL DISPOSED OUTSIDE THE PROJECT RIGHT OF WAY SHALL BE PLACED IN EITHER A PERMITTED SOLID WASTE FACILITY, A PERMITTED INERT WASTE LANDFILL OR IN AN ENGINEERED FILL.

6. ALL EXISTING DRAINAGE SHALL BE REMOVED UNLESS OTHERWISE NOTED IN THE PLANS. ANY DRAINAGE STRUCTURES TO REMAIN SHALL BE CLEANED OUT AND ANY DEBRIS REMOVED. COST OF REMOVE OR CLEANING OF EXISTING DRAINAGE IS TO BE INCLUDED WITHIN GRADING COMPLETE.

7. TEMPORARY PAVEMENT MARKINGS USED DURING CONSTRUCTION STAGING ON THE PROPOSED BRIDGE SHALL BE TAPE AND TEMPORARY PAINT EVERYWHERE ELSE. COST OF TEMPORARY PAVEMENT MARKINGS SHALL BE INCLUDED IN TRAFFIC CONTROL LUMP SUM.

8. THE FOLLOWING UTILITIES HAVE FACILITIES IN THE PROJECT AREA:

UTILITY OWNER	SERVICE
ATLANTA GAS LIGHT RESOURCES	GAS
GEORGIA POWER	ELECTRIC DISTRIBUTION
GEORGIA POWER	ELECTRIC TRANSMISSION
JEFFERSON ENERGY COOPERATIVE	ELECTRIC DISTRIBUTION

9. CONTRACTOR SHALL COORDINATE WITH LOCAL AUTHORITIES TO REMOVE AND RESET THE 'JEFFERSON COUNTY WORK READY' SIGN. THE COST OF REMOVAL AND RESET IS TO BE INCLUDED IN GRADING COMPLETE.

10. THE COST OF SHORING, IF NEEDED, FOR BRIDGE CONSTRUCTION SHALL BE INCLUDED IN GRADING COMPLETE.

11. THE REQUIRED TEMPORARY TRAFFIC SIGNALS USED DURING CONSTRUCTION STAGING SHALL CONFORM TO GDOT SPECIFICATIONS 647 AND 925. THE COST OF SUBMITTAL, MATERIALS, INSTALLATION, AND MAINTENANCE SHALL BE INCLUDED IN BID PRICE FOR TRAFFIC CONTROL.

12. THE CONTRACTOR SHALL PROVIDE AND INSTALL BAT HOUSES ON THE PROPOSED BRIDGE IN ACCORDANCE WITH SPECIAL PROVISION 107.23.H. THE COST FOR ALL MATERIALS, LABOR AND INSTALLATION SHALL BE INCLUDED IN THE OVERALL BID PRICE.

PIPE CULVERT MATERIAL ALTERNATES
FOR COASTAL PLAIN REGION

TYPE OF PIPE INSTALLATION				CONCRETE	CORRUGATED STEEL AASHTO M-36		CORRUGATED ALUMINUM AASHTO M-196	PLASTIC			
					ALUMINUM COATED (TYPE 2) CORR.STEEL	PLAIN ZINC COATED	PLAIN UNCOATED ALUMINUM	CORR.POLY-ETHYLENE AASHTO M-252	CORR.POLY-ETHYLENE SMOOTHED LINED AASHTO M-294 TYPE "S"	POLY VINYL CHLORIDE (PVC) PROFILE WALL AASHTO M-304	POLY VINYL CHLORIDE (PVC) CORRUGATED SMOOTH INTERIOR ASTM F-949
STORM DRAIN	LONGITUDINAL INTERSTATE AND TRAVEL BEARING			X							
STORM DRAIN	LONGITUDINAL NON-INTERSTATE AND NON-TRAVEL BEARING			X			X		X	X	X
STORM DRAIN	CROSS DRAIN	GRADE ≤ 10%	ADT < 250	X			X		X	X	X
STORM DRAIN	CROSS DRAIN	GRADE ≤ 10%	250 < ADT < 1,500	X			X		X	X	X
STORM DRAIN	CROSS DRAIN	GRADE ≤ 10%	1,500 < ADT < 15,000	X					X	X	X
STORM DRAIN	CROSS DRAIN	GRADE ≤ 10%	ADT > 15,000	X							
STORM DRAIN	CROSS DRAIN	GRADE > 10%	ADT < 250				X		X	X	X
STORM DRAIN	CROSS DRAIN	GRADE > 10%	ADT > 250				X		X	X	X
SIDE DRAIN				X			X		X	X	X
PERMANENT SLOPE DRAIN					X	X	X		X	X	X
PERFORATED UNDERDRAIN					X	X	X	X	X		X

NOTE:

1. ALLOWABLE MATERIALS ARE INDICATED BY AN 'X'.
2. STRUCTURAL REQUIREMENTS OF STORM DRAIN PIPE WILL BE IN ACCORDANCE WITH GEORGIA STANDARD 1030-D OR 1030-P, WHICHEVER IS APPLICABLE, AND THE STANDARD SPECIFICATIONS.
3. GRADED AGGREGATE BACKFILL SHALL BE USED IN CROSS DRAIN APPLICATIONS FOR ALL PLASTIC PIPES (AASHTO M-294, HDPE PIPE; AASHTO M-304, PVC PIPE; ASTM F-949, PVC PIPE).
4. THE CONTRACTOR SHALL PROVIDE ADDITIONAL STORM SEWER CAPACITY CALCULATIONS IF A PIPE MATERIAL OTHER THAN CONCRETE IS SELECTED.
5. PIPE USED UNDER MECHANICALLY STABILIZED EARTH (MSE) WALLS, WITHIN MSE WALL BACKFILL, OR WITHIN FIVE FEET OF AN MSE WALL FACE SHALL BE CLASS V CONCRETE PIPE.
6. PROJECT SPECIFIC pH AND RESISTIVITY VALUES ARE ENTERED INTO RESPECTIVE BOXES ABOVE TO DETERMINE ALLOWABLE PIPE MATERIALS.

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